

COL. INGERSOLL says: "But some gentlemen say that Congress has the power to make money, and I want to ask them one question. I want you to think about it: If this government has the power to make money, why should they collect taxes from us? Why

don't they make it and let us alone? If the government can make a dollar, or a thousand dollars, why should they make us labor day and night, and make us pay to support them? If the government can make money, let them make it, and let us alone. But, instead of that, this great government comes up here into this country with the bayonet and compels you to pay taxes. It is like the ocean trotting round to borrow a little water, or like the sun trying to get the light of a candle from some poor devil that has worked weeks to make that candle. So I

WHEN a newspaper field is well occupied is always a matter of regret to see any effort to over crowd it; for it is obvious that a strong newspaper is better in all respects any community than two weak ones. Such a paper is able to fulfill more completely legitimate functions as a collector of news, a general matter, and to represent more effectively the interests of its constituency. We are led to this line of remark by the announcement that a new paper has been started in Franklin county. The *Chronicle at Farmington* is the old, well established representative paper of the county, is well managed, enterprising, good in tone and entitled to respect and confidence. Major Keyes, editor and proprietor, is a good fellow, a

Says Pat to his girl, "By the Powers,  
A canonhour I hev fur ya, dear!  
Why are ye like the goddess of flowers?  
Sure ye nivr will guess it I fear!  
"The snar! I'll be aither givin'.  
Now thin, d'y'ye mind, me swate Nora?  
It's two sthories high ye are livin',

The Emperor William has pointed out all rings, and will not be hoodwinked as targets for more this season.—*Burlington Hawkeye.*

Oh, yes. An exchange says Maggie Miller plays "Crickett" better than the Australian team.—*New York Express.*

Dispatch to the effect that the Marquis de Sade has been successfully hooked sent Gramercy park, say you? What ho, without there is treason here. I suspect K. B. Hayes is some more fraud.—S. J. Elden.

Fredrick—"Why art thou, darling, so venal?"—Angel—"Why, Fred, what venality? I don't know."—Fredrick—"Because, darling—because thou art a myth." They both.—Boston Transcript.

The item being circulated throughout

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hand, and its columns were strowed, leaves on the strand, with the ciphers Mary had been sending in the game he did understand! Which is why I remark, a fair fate imperiled, he comes to the mark writes to the Herald, that his explanation considerably thinner than gold leaf that been unceremonially beaten.—Albany Journal

**A Minnesota Letter.**

**Meteorological—The Great Fair—  
New Washburne Mills—The Growth of  
Minneapolis—Politics.**

MINNEAPOLIS, Oct. 15, 1870.

To the Editor of the Press:

During the last month, the elements at

I do not know as Webster tells just when we were here, but I believe it was during the period of the year may be found, and in Minnesota the season is so apt to exclaim at the passage of each period of mild temperature between the colder ones, "This is surely Indian Summer!" and so on until Boreas takes firm hold upon us and forcibly asserts his icy fingers upon the kingdom of our estimation of the advent of Winter.

Boreas would light things. Since our country is little better than a great open prairie, the average of Minnesota weather in the past winter is quite unlike what it was for the years previous. Then the skies were a

falls were light and infrequent and chilly, night, and clear, crisp and "real Miami weather," (as the early settlers used to say) reigned supreme. Later changes from cold to warm accompanied with dampness, and from warm to cold, were the general rule, whilst at times it would seem as though the weather was about to change, but the clouds were close at anchor near a Cacao-Bay bank. Scientists say that the passage of the rails for the iron-horse has to do with electrical currents and the change of climates, and say that the great influx of "Yankees" into Far West, following out the advice of the eccentric yet generally accorded sound mind and late lamented Mr. Greeley, when appealed for advice and aid in getting situations in the crowded metropolis has much to do with these changes, but we will allow each one to judge for himself.

The display of cereal products in the exhibit of the first named society was accorded the best of all other respects we think we can give common and faithful testimony when we say that as usual Minneapolis was far ahead. It perhaps have not yet learned the full secret of Western brag accorded to Chicago and so points not as far from us as that, (that have the luxury of a morning paper owned and printed

know how to organize and carry to successful issue a fair, and that too, on a colossal scale. New Jersey, Kentucky, California, Missouri, Illinois and localities nearer to hand sent trotting marvels, and the world is ever aware of the achievements of Karas, Hopewell and a score of other sons of the turf who are yet to be further heard from.

It was a pleasure to grace the occasion of the opening address with his manly presence and stirring words, and during the fair President Haynes and his disfigured retinue cheered us with a call and kindly words.

As to the growth of our manufactures I am able to say that the Washburn B Mill has attained to its external completeness and it will












## RAILROADS

[illegible][illegible]

**PORTLAND & ROCHESTER R. R.**  
**Fare Reduced !!**  
**ONLY**  
**\$2.50 ! \$2.50 ! \$2.50 !**  
**TO**  
**Lowell and Boston**  
**VIA**  
**NASHUA !**  
**Boston and Return**  
**\$5.00 !**

**RAILROAD.**  
On and after Oct. 9th, 1877  
 Passenger Trains leave Canton at 5.15 a. m.  
and 10.05 a. m.  
Leave Portland (G. T. R. R. way)  
1.20 p. m., Lewiston 2.05 p. m., Mechanic 2.45 p. m.  
Close stage connections for Dixfield, &c.  
L. WASHBURN, G. A. President.

Advertisers will find it cheaper to get their JO  
PRINTING done where they get their Advertising

**Job Printing.**

**NO CHANGE OF CARS**

**BETWEEN**

**PORTLAND AND BOSTON.**

**Two Through Trains each Way**

**Daily.**

Leaving Grand Trunk R. R. Station, Portland, at 7.30 a. m. and 1.0 p. m., arriving in Boston at 11.15 p. m. and 6.30 p. m.

**RETURNING.**

Leave Boston, Lowell and Nahant R. R. Station, Boston, at 8.0 a. m. and 3.30 p. m., arriving in Portland at 1.20 p. m. and 11.00 p. m.

**TRY THE NEW ROUTE !**

J. M. LUNT, Sup't.  
J. W. PETERS, Gen. Ticket Agent. 1720mt

**BOSTON & MAINE RAILROAD.**

**FALL ARRANGEMENT.**

On and After Monday, Oct.

Fully appreciating the very liberal patronage which has been bestowed by the public upon this department of our office, we would solicit a continuance of the same, and will spare no pains to make such patronage profitable. We guarantee satisfaction in every respect.

**COMPETENT WORKMEN**

Are employed, and their highest aim is to give perfect satisfaction to

**Excellence of Work**

**PORTLAND FOR BOSTON**  
At 6:15, 8:15 a. m., 3:45 p. m. arriving  
at Boston 10:45 a. m., 1:30, 5:15 p. m. Returning,  
at 10:45 a. m., 1:30, 5:15 p. m. arriving  
at Portland 12:10, 3:10, 8:40, 9 p. m.  
For Scarborough Beach and Pine Point  
and Old Port—ditch, at 6:15, 8:15,  
5:15, 9:30 p. m.  
For Saco, Biddeford and Kennebunk at  
6:15, 8:45 a. m., 3:15, 4:45 and 9:30 p. m.  
For Wells, Wellsboro, Wellsboro Falls,  
Great Falls, Dover, Newmarket, Exeter,  
Haverhill, North Andover, Lawrence,  
Andover and Lowell 6:15, 8:45 a. m., 3:45,  
9:30 p. m.  
For Rochester, Farmington and Alton  
Bay 5:45 a. m., 3:45 p. m.  
For Manchester and Concord (via New-  
market junction) at 6:15 a. m., 3:45 p. m. (via Law-  
rence) at 8:45 a. m.  
The 3:45 p. m. train from Portland does not stop at  
Scarborough Beach, Pine Point or Old Orchard  
Beach.  
Morning Trains will leave Kennebunk  
for Portland at 100 a. m. The  
train from Portland connects at Boston with  
all rail lines for New York.  
Through Tickets to all Points South  
and West at lowest rates.  
The Portland and Maine road connect with  
all steamers running between Portland and Bang-  
or, Rockland, Mt. Desert, Mac Island, and  
Bar Harbor.

**Grand Trunk trains at Grand Trunk Station, and  
Maine Central Station and Grand Central Station  
of Transfer Station.**

All trains stop at Exeter ten minutes for refreshments. First class Dining Rooms at Portland, Transfer Station, Exeter, Lewiston and Saco.

JAS. T. FURNESS, Gen. Supt.  
S. H. STEVENS, Gen. Agent, Portland.

**Grand Trunk R. R. Co. of Canada**

On and after MONDAY, Oct. 7th, 1878, passenger trains will leave Portland as follows:

7.10 a. m. for Auburn and Lewiston.  
8 a. m. for Gorham (Mixed).  
9.10 a. m. for Auburn and Lewiston.  
1.30 p. m. for Island Pond, Quebec, Montreal and West.  
5.30 p. m. for Auburn, Lewiston & South Paris.

**ARRIVALS.**

8.30 a. m. from Lewiston & Auburn.  
Passengers from Gorham connect with this train at Lewiston Junction.  
1.15 p. m. from Montreal, Quebec and West.  
1.15 p. m. from Lewiston and Auburn.  
2.30 p. m. from Lewiston and Auburn.  
5.30 p. m. from St. Louis (Mixed).  
6 p. m. from Lewiston and Auburn.

**TICKETS,**  
**&c., &c.**

**Every Variety and Style of Work**  
**in**

**COLORS or BRONZE**

In fine, we are prepared to print everything which can be printed in this State, from the

Passenger Offices,  
**74 EXCHANGE ST.,**  
 — AND —  
**DEPOT AT FOOT OF INDIA ST.**

**Tickets sold at Reduced Rates !**  
 To Canada, Detroit, Chicago, Milwaukee,  
 Cincinnati, St. Louis, Omaha,  
 Saginaw, St. Paul, Salt Lake City,  
 Denver, San Francisco,  
 and all points in the  
**Northwest, West and Southwest.**  
 JOSEPH HICKSON, General Manager.  
 W. J. SPIGER, Superintendent. *cc:dlf*

**Fast Trains and Special Notes.**  
**Only sound Line on Sunday.**  
**83 Miles without a stop.**  
**Every Day in the Year,**  
 — BY THE —  
**New York & New England Railroad.**  
**TICKETS ON HAND.**

**LARGEST POSTER**

**TO THE SMALLEST LABEL.**

**OUR PRICES FOR WORK**

will be found as low (or lower) as can be obtained !  
 First-class work in any REGULAR Job  
 Printing Office.

Please give us a call, or send your order to

**One Dollar**

Sold only at 203 Washington st. and at the depot, foot of Summer St., Boston.

Trains leave depot at 6 P. M., and Returning Boat leaves Pier 40 North River at 5 P. M.

State-rooms at usual prices. Berths free. Supper 25 cents.

Connecting trains makes no stop at any stations between Boston and the west. No stop over.

Tickets good only on day of sale for continuous passage, and by the connecting boat.

CHARLES F. CLARK, A. C. KENDALL,  
Gen. Manager, Gen. Pass. Agent,  
sepl3


**109 Exchange Street,**

**PORTLAND, MAINE**

**Eastern Railroad,**

**OCT. 7, 1878.**

**FALL AND WINTER ARRANGEMENTS.**



**DO YOU WANT**

**PASSENGER TRAINS** leave Portland for Seaboard, Saco, Biddeford, Kennebunk, Wells, North Berwick, South Berwick, Conway Junction, Ellettsbury, Portsmouth, Newburyport, Salem, Lynn, Chelsea and Boston at 8.45 a.m. and 1.15 p.m.

**Night Express** with Sleeping Car, for Boston at 4.15 a.m., every day (except Mondays).

**RETURNING.**

Leave Boston at 7.40 a.m., 12.50, and 7.00 p.m., connecting with Maine Central and E. & N. A. Railway for St. John and Halifax. Pullman Sleeping Car attached.

Through Tickets to all Points North and West at West rates. Pullman Car Tickets for Seats and Berths at Ticket Office.

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